

# COLORADO IS FARMER'S CUP WHEAT ALSO SUGAR

## DR. HILL'S STORES

No Truth, He Says, in Reported Denver Deal—Suit Against Colorado Midland Railroad.

James J. Hill, chairman of the Board of Directors of the Great Northern Railroad, said yesterday that there was no truth whatever in the reports that the Burlington or any other Hill lines were contemplating the purchase of the Denver and Rio Grande or the Western Pacific.

"Rubbish and nonsense," were the words Dr. Hill applied to renewed reports of the old story that the Great Northern would buy the Northern Pacific's interest in the Burlington. He admitted that severe weather conditions had interfered somewhat with the movement of traffic on the Great Northern, but he added that the management was prepared for the unfavorable conditions and the results were not as bad as might have been expected. January, he said, showed increase of about \$100,000, but there was a very substantial expansion during the last ten days of the month for the first time in January would not be as favorable as that for December and November.

It did not need Mr. Hill's statement to call attention to the fact that his lines had no intention to buy an interest in the Denver and Rio Grande or the Western Pacific, since the Colorado and Southern Railroad, which is owned by the Burlington, has filed a suit in the Supreme Court, alleging that the Colorado Midland Railroad is in danger of defaulting in the interest of its bonds.

The Colorado Midland is owned jointly by the Burlington and the Denver and Rio Grande. The Hill and Gould roads own the line share by share, neither having the right of control. It was stated yesterday that the Midland, which has been facing a deficit for the last three years, has sustained what is regarded as a permanent falling off in its business owing to the changed conditions in the West. The reason for the decline in the earnings of the Midland is ascribed to the fact that Pueblo has taken the place of Denver for westbound through traffic. Furthermore, mining in the Midland region has declined and the business has dwindled.

The suit of the Colorado and Southern is brought against the Trust Company of America and the Central Trust Company, trustees for the bonds of the road. It is alleged that the trust company has made an offer of \$150,000 for the Midland stock owned by the Colorado and Southern in the interest of the Denver and Rio Grande. The Midland is 33 miles long and was built originally to operate in the mining district of Colorado.

## TALKED OF IN WALL STREET.

Over the Counter Bond Business Shows Growth—Strong Demand for Notes and Short Term Securities.

An idea of the extent of the over the counter business in bonds may be gained from the statement of a prominent dealer who told a HERALD reporter yesterday that he personally knew of five transactions this week in which more than \$7,000,000 of bonds were taken from the street.

The demand for notes and short term issues on the part of institutions is very strong. In fact, it is being held in the market for desirable issues is greater than the current supply. This in the opinion of banking houses speaks well for the new issues which, it is believed, several of the more important railroad systems are contemplating bringing out. There is also a good demand for industrial bonds and those of public utility corporations netting a comparatively large yield, on the part of the small investor, who is more prominent now than has been for six weeks or more.

London was again a seller in this market, its sales exceeding purchases by about four thousand shares.

It is common gossip that Judge Albert H. Gary is soon to retire from the board of several corporations. There is some holding membership in the directorate of the many subsidiary companies of the Steel Corporation, he is also interested in some railroad corporations, as well as being identified with the management of numerous banks and other financial institutions. It is expected that it is from these latter that he will first retire, more because of the desire expressed by the Controller of the Treasury that multi-membership in the boards of national banks become a matter of history rather than of fact.

Floor traders thought the buying of Union Pacific was better than the selling of Harry Contant, who is being sold by large investors, and a so-called stock house, were very large buyers. The selling was very large.

The rumor that P. A. B. Widener is out of touch has been amplified. It now takes in Daniel G. Reid and Judge William H. Moore, whom it says are now devoting their energies and their cash to Reading, commission houses, and their friends to be wary of this issue, advising their clients that a reaction should follow the recent sharp rise, though it must be said that in this, as throughout the list, the trading was almost wholly professional.

The Duke of Connaught is of the impression that ability to read minds is a necessary requisite for a successful stock broker. At least, he is said to have heard of the possibility of a larger dividend on that issue, though it is generally admitted that it is a little bit early to talk of larger distributions by any of the copper properties.

"It will be time to talk of increasing dividends," said one of the prominent copper men, "after we have had several months of good business. Summer or autumn, assuming that business is as good as it now promises to be, will be ample time to think about such things."

Personal and Financial Notes.

William J. Wolfman has gone to Europe for four weeks on a business trip.

Henry E. Huntington has been elected director of the Fourth National Bank.

L. V. De Forest, of the Consolidated Electric, has been confined to his home with illness for several days.

William Pedrick, Jr., has been appointed assistant passenger agent of the Pennsylvania Railroad at New York and Roy A. Stall, at present traveling passenger agent, has been appointed district passenger agent at Philadelphia, to succeed Mr. Pedrick.

John A. Topping, chairman of the Republic Iron and Steel Company, has returned from an inspection trip to Birmingham.

Sol Wexler, vice president of the Whitney-Central National Bank, of New Orleans, is in New York.

Philadelphia—Frederick T. Chandler has been nominated for the presidency of the Philadelphia Stock Exchange. The election will take place on March 4.

## DETROIT RAILROAD COMPANY SELLS CAR TRUCKS

Company Disposes of \$10,000,000 in Certificates to Kuhn, Loeb & Co. and Speyer & Co.

At a meeting held yesterday, the directors of the Detroit and Ohio Railroad Company authorized the issue and sale of \$10,000,000 4 percent ten year car trust certificates. The entire amount was taken by Kuhn, Loeb & Co. and Speyer & Co., each of the banking houses subscribing for \$5,000,000.

It was announced that the purpose of the issue was to reimburse the company's treasury in part for money expended from earnings on equipment and improvements during the last two years. The Baltimore and Ohio about eighteen months ago raised \$50,000,000 on three year notes for the purpose of putting the property in a good physical condition. A large amount of this sum has been expended, in addition to liberal amounts from current earnings.

Believing that prices were at the lowest ebb, the company's board of directors ordered 8,000 new freight cars for delivery in 1912. While the additional rolling stock is not actually needed at the present time, the management deemed it wise to take advantage of the prevailing low prices.

Officials of the Baltimore and Ohio said that the road is in no special need of funds, but they consider it prudent to keep the treasury full and feel justified in doing so, the sale of the car trust certificates on the favorable terms that have been obtained.

It is stated that the Baltimore and Ohio feels perfectly safe about meeting the annual payment of \$1,000,000 required on the equipment issue. If necessary it can draw against the depreciation account which is recruited at the extremely liberal rate of \$50,000 a month from current earnings, a total allowance of \$3,000,000 a year.

## GOOD MONTH FOR STRUCTURAL STEEL

About 100,000 Tons Contracted for in January—Rail Orders Fewer.

The American Bridge Company has been awarded the contract for the steel for the Dime Savings Bank at Detroit, about 5,600 tons. Structural steel orders from the West to the amount of about 100,000 tons are expected to be placed in a few days. January has been a good month for structural steel, about 100,000 tons having been contracted for this month.

The mills of the country are working double time, but probably will not continue at this rate as long as mills making other products, unless more orders are placed within a month or two. Total tonnage of rails ordered from the leading mills since the beginning of the year has amounted to more than 275,000 tons, including the 110,000 tons ordered by the New York Central, 36,000 tons by the Great Northern, 36,000 tons by the Northern Pacific, 20,000 tons by the Erie and 2,000 tons by the Southern Railway.

The Pennsylvania tonnage, soon to be announced, is expected to reach 150,000 tons. Between January 1 and March 31 last year the roads ordered 650,000 tons and in the whole year about 3,000,000 tons. The country's capacity is estimated at about 5,500,000 tons, of which the United States Steel Corporation can roll about 5,500,000 tons.

## TWO EXPERTS FOR WABASH INSPECTION

J. C. Stubbs and J. W. Kendrick Engaged by Rival Committees to Examine Property.

Again the two Wabash bondholders' protective committees have assumed antagonistic attitudes. The committee headed by James N. Wallace, president of the Central Trust Company, it was announced yesterday, has obtained the services of J. W. Kendrick, once president of the Atchafalaya, to make an inspection of the property and report on its financial and physical needs.

The committee headed by Winslow S. Pierce, who represents the Equitable Trust Company, trustee for the road's bonds, had previously engaged J. C. Stubbs to make a similar inspection. Mr. Stubbs began his inspection last week, and a month or six weeks probably will elapse before he is ready to submit his findings to the reorganization committee.

## Railroad Earnings.

Second week January.....	\$44,653	Dec.	\$40,123	Jan.
Operating expenses.....	22,270	Dec.	22,270	Jan.
Total operating revenue.....	22,383	Dec.	17,853	Jan.
Operating expenses.....	22,270	Dec.	22,270	Jan.
Total operating profit.....	111,116	Dec.	111,116	Jan.
Operating income.....	1,471,896	Dec.	1,471,896	Jan.
Operating expenses.....	787,722	Dec.	787,722	Jan.
Total operating revenue.....	22,383	Dec.	22,383	Jan.
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